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PORT OF MANCHESTER

ANNUAL REPORT

OF THE

MEDICAL OFFICER OF HEALTH

TO THE

PORT HEALTH AUTHORITY

1971

KENNEDY CAMPBELL, M.A., M.D.
Medical Officer of Health.





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CONTAINER TERMINAL AT MANCHESTER DOCKS



With acknowledgment to the Port of Manchester (The Manchester Ship Canal Company)



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REPORT

by the

Medical Officer of Health

to the

CHAIRMAN AND MEMBERS OF THE PORT HEALTH AUTHORITY

I have pleasure in presenting my Report on the work of the Authority for the year 1971, in accordance with Regulation 12(4) of the Public Health Officers (Port Health Districts) Regulations 1959.

It is prepared in the form desired by the Secretary of State, and the statistical information is arranged in the form and sequence indicated in the Department of Health and Social Security's letter dated 6th December 1971 and Form Port 20. Full information is included in all sections of the Report.

Container traffic is of special importance to the Port Health Authority because of its volume and the particular problems which it poses. Despite industrial unrest in April and May 1971, food container traffic through the port was 15% more than in 1970, and the docks at Runcorn have been enlarged and deepened to cope with vessels carrying approximately 2,000 tons cargo. The container berth at the main terminal dock was extended, and further cranes were installed. In addition, a container cleansing plant was erected and is in full operation.

Pollution by smoke is a threat along the length of the port and needs constant vigilance. During 1971 an exceptional case of smoke emission led the Port Health Authority to consider ways in which the Clean Air Act might be strengthened, and representations have been made to the appropriate government departments and professional organisations. The matter is still under consideration.

The Public Health (Ships) Regulations 1970 came into force on 1st January 1971 and were introduced following the adoption of the new International Health Regulations by the World Health Assembly. Details of the main changes incorporated in these regulations are included in Section VI of this Report.

Imports of tomato purée decreased considerably during the year. The official view of the Association of Public Analysts in respect of mould count is that tomato purée should not exceed 50% positive fields and tomato juice 25% positive fields. A consignment of 500 cartons of Italian tomato purée in tubes was destroyed following an unsatisfactory report from the Public Analyst.

A visit was made to the port by the Public Health Advisory Officer of the Department of Health and Social Security to discuss with the inspectors the implementation of the Imported Food Regulations. He

also visited the container berths at the terminal docks and Runcorn/Weston Point. The visit was of mutual benefit to all concerned.

An outline of the work of the Authority was given to 22 student public health inspectors who attended at the office prior to their final examination.

I wish to record my appreciation of the assistance and co-operation of the Officers of H.M. Customs and Excise and the staff of the Manchester Ship Canal Company.

I should like to thank the Chairman and Members for their keen interest in the work of the Authority and for the support and co-operation they have given throughout the year. I would also like to thank the staff for the invaluable work carried out.

KENNEDY CAMPBELL

Medical Officer of Health.

Manchester Liners House,
Port of Manchester,
Salford, M5 2XJ.

MEMBERS OF THE PORT HEALTH AUTHORITY

Alderman B. S. LANGTON, C.B.E., J.P. (Chairman) Alderman Mrs. N. BEER, O.B.E., J.P. (Deputy Chairman until May, 1971) Alderman SIR ROBERT THOMAS, J.P. Councillor Mrs. S. D. ALEXANDER (until May, 1971) Alderman J. TAYLOR, J.P. (from July, 1971) Councillor M. FLYNN (from July, 1971)	}	County Borough of Manchester
Alderman A. ASHCROFT (appointed Deputy Chairman August, 1971) Alderman Mrs. R. STONES Councillor J. BRADBURY Councillor A. PLANT (until May, 1971) Councillor Mrs. M. WILLIAMS (from June, 1971)	}	County Borough of Salford
Councillor R. MOORES	..	Borough of Stretford
Alderman Mrs. E. BODDAN	{	Borough of Eccles Irlam U.D.C. Urmston U.D.C.
Councillor G. H. DUTTON, J.P.	{	Lymm U.D.C. Runcorn R.D.C. Runcorn U.D.C. Bucklow R.D.C.
Councillor E. J. NAYLOR, J.P. (until October, 1971) Councillor W. C. FARRINGTON (from November, 1971)	{	Warrington C.B. Warrington R.D.C.
Councillor M. J. MOORE	{	Borough of Widnes Borough of Bebington Borough of Ellesmere Port

Clerk to the Authority

J. B. D. HAYNES

Deputy Clerk to the Authority

R. D. BISHOP

LIMITS OF THE PORT

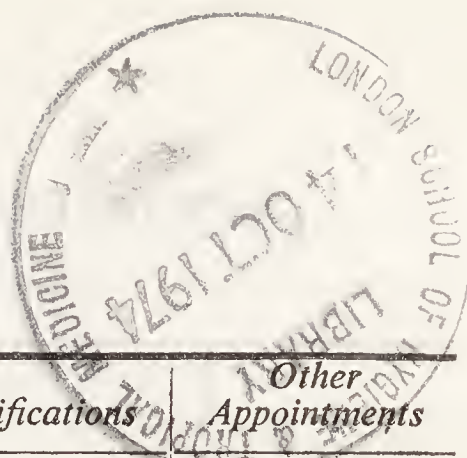
The Customs Port of Manchester is defined under The Appointment of the Port of Manchester Order, 1956, and is an area bounded by a line—

- (1) commencing at the eastern termination of the port of Liverpool, namely at an imaginary straight line across the River Mersey from Dungeon Point on the Lancashire shore to Ince Ferry on the Cheshire shore;
- (2) including the River Mersey so far as the same is navigable, and so much of the Eastham Channel in the River Mersey and of the banks and foreshore thereof as is enclosed by an imaginary line drawn in the line of the dolphins on the east side of the Eastham Channel, and at a distance of five hundred and thirty-eight yards from the seaward extremity of the eighty feet lock at Eastham, an imaginary line to the foreshore at right angles to that line;
- (3) including the Manchester Ship Canal; and
- (4) including the River Irwell as far inland as Hunts Bank in the City of Manchester.

The port shall include all channels, canals, havens, streams, creeks, cuts and docks within those limits, including the River Weaver as far inland as Frodsham Bridge.

SECTION I: Staff

TABLE A



<i>Name of Officer</i>	<i>Nature of Appointment</i>	<i>Date of Appointment</i>	<i>Qualifications</i>	<i>Other Appointments</i>
Kennedy Campbell	Medical Officer of Health	29th April, 1968	M.A., M.D., LL.B., D.P.H., L.M.	Medical Officer of Health, City of Manchester
Anna Elizabeth Jones	Deputy Medical Officer of Health	27th January, 1969	M.B., B.Ch., B.A.O., D.G.O., D.P.H., L.M.	Deputy Medical Officer of Health, City of Manchester
A. Butterworth	Medical Officer	30th September, 1963	M.B., B.S., D.P.H., D.I.H.	Principal Medical Officer, City of Manchester
G. E. Stanley	Port Health Inspector	1st October, 1946	Cert. R.S.I. Meat & Other Foods Cert. Master Mariner	—
J. Forbes	Port Health Inspector	23rd June, 1958	Cert. R.S.A. (Scotland)	—
A. M. Dickson	Port Health Inspector	21st July, 1958	Cert. R.S.A. (Scotland) Cert. Meat and Other Foods (Scotland)	—
H. O. Parry	Port Health Inspector	1st October, 1965	Cert. R.S.H. Sanitary Science Cert. (Liverpool University) Master Mariner	—
F. A. Denny	Port Health Inspector	1st January, 1969	Diploma-P.H.I.E.B.	—
T. A. Buckley	Senior Clerk	9th March, 1936	Cert. R.S.I.	—
A. Bullock	Clerical Assistant	1st March, 1965	—	—

Address and Telephone No. of the Medical Officer of Health:

Manchester Liners House, Trafford Road, Salford, M5 2XJ (061-872 1714 and 2075).

Branch Offices:

14 Victoria Road, Runcorn (092 85 72919).
The Docks, Ellesmere Port (051-355 2961).

SECTION II: Amount of shipping entering the district**TABLE B**

Ships from	Number	Tonnage	Number inspected		Number of ships reported as having or having had, during the voyage, infectious disease on board
			By the Medical Officer of Health	By the port health inspectors	
Foreign ports	2,642	4,958,166	—	1,932	3
Coastwise ..	2,226	2,036,641	—	761	—
Total	4,868	6,994,807	—	2,693	3

Sixty vessels bound for Manchester were given radio clearance by Liverpool Port Health Authority.

“Foreign” excludes ports in the Irish Republic.

SECTION III:**Character of shipping and trade during the year****TABLE C****Passenger Traffic**

Number of passengers ARRIVALS: 383

Number of passengers DEPARTURES: 342

Cargo Traffic**Principal IMPORTS:**

Petroleum, grain, ores, woodpulp, chemicals, paper and newsprint, non-ferrous metals, sand and gravel, timber, sulphur, foodstuffs, iron and steel, beverages, asbestos, cotton, rubber, clay, animal and vegetable oils and fats

Principal EXPORTS:

Petroleum, chemicals, textile fibres, coke, salt, machinery, foodstuffs, vehicles, metal and metal manufactures.

Total traffic, 1971; 16,561,192 tons

Total traffic, 1970: 15,949,697 tons

PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE:

Argentina	..	..	..	Buenos Aires and Rosario.
Belgium	..	..	..	Antwerp and Ghent.
Brazil	..	..	..	Porto Alegre and Rio de Janeiro.
Canada	..	..	..	East and West Coast and Great Lakes ports.
Ceylon	..	..	..	Colombo.
Colombia	..	..	..	Cartagena and Mamonal.
Cyprus	..	..	..	Limassol.
Denmark	..	..	..	Copenhagen and Esbjerg.
East Africa	..	..	..	Beira, Dar-es-Salaam, Lourenco Marques and Mombasa.
Eire	..	..	..	Cork, Drogheda, Dublin, Limerick and Wicklow.
Finland	..	..	..	Hamina, Helsingfors, Kotka, Mantyluoto and Raumo.
France	..	..	..	Bordeaux, L'Avera, La Pallice, Le Havre, Paris, Petit Couronne and Rouen.
Germany	..	..	..	Bremen and Hamburg.
Greece	..	..	..	Patras and Piraeus.
Iceland	..	..	..	Reykjavik.
India	..	..	..	Bombay, Calcutta and Vizagapatam.
Israel	..	..	..	Haifa and Ashdod.
Iraq	..	..	..	Basra.
Italy..	..	..	..	Salerno and Savona.
Lebanon	..	..	..	Beirut and Tripoli.
Mauritania	..	..	..	Nouadhibou.
Netherlands	..	..	..	Amsterdam and Rotterdam.
Netherlands West Indies	..	..	..	Aruba and Curacao.
North Africa	..	..	..	Algiers, Casablanca, La Goulette and Sfax.
Norway	..	..	..	Arendal, Bergen, Christiansand, Frederickstad, Haugesund, Larvik, Mo-i-rana, Narvik, Oslo, Skien, Stavanger and Trondheim.
Pakistan	..	..	..	Karachi.
Peru..	..	..	..	Cabo Blanco and Lobitos.
Poland	..	..	..	Gdansk, Gdynia and Szczecin.
Portugal	..	..	..	Leixoes, Lisbon and Setubal.
Roumania	..	..	..	Constantza.
Russia	..	..	..	Archangel, Igarka, Leningrad, Murmansk, Novorossisk and Poti.
Sardinia	..	..	..	Sarroch.
South Africa	..	..	..	Capetown, Durban, East London and Port Elizabeth.
Spain	..	..	..	Almeria, Bilbao and Seville.
Sweden	..	..	..	Gefle, Gothenburg, Helsingborg, Lake Vener, Norrkoping, Stockholm and Sundsvall.
Trinidad	..	..	..	Point Fortin and Port of Spain.
Turkey	..	..	..	Iskenderun, Istanbul and Izmir.

Principal ports from which ships arrive—*continued*

United Kingdom	Belfast, Douglas, Fawley, Glasgow, Larne, Liverpool, Lochaline, London, Londonderry, Mostyn and South Wales ports.
United States of America	Atlantic, Gulf, Great Lakes and Pacific ports.
Venezuela	Amuay Bay, Las Piedras, Puerto la Cruz, Puerto Miranda and Punta Cardon.
West Africa	Bathurst, Conakry, Dakar, Freetown, Lagos, Lobito, Monrovia, Port Harcourt, Sapele, Tema and Takoradi.
Yugoslavia	Rijeka and Sibenik.

SECTION IV: Inland barge traffic**Numbers and tonnage using the district, and places served by the traffic**

Lighterage services are operated between points on the Ship Canal and also to adjoining waterways including the Bridgewater Canal, the River Weaver and Weaver Navigation and the River Mersey to Liverpool. The Bridgewater Canal joins the Leeds and Liverpool Canal to the north and the Trent and Mersey Canal to the south.

The amount of traffic passing between the Bridgewater Canal and Manchester Docks during 1971 totalled 146,562 tons.

No canal boats were inspected during the year.

SECTION V: Water supply**(1) Source of supply for (a) the district and (b) shipping**

(a) Piped water supplies are provided by the respective water undertakings abutting the ship canal.

(b) Fresh water is obtainable direct from hydrants in Manchester Docks and on the quays, wharves, etc., between Mode Wheel and Barton Locks, Partington Basin, Latchford Locks, Warrington Lay Bye, Runcorn, Weston Point, Stanlow Lay-Bye, Stanlow Oil Dock, Ellesmere Port, Eastham Locks, and the berths in Queen Elizabeth II Dock, Eastham.

(2) Reports of tests for contamination for (a) the district and (b) shipping.

(a) One sample taken from a hydrant at Runcorn docks was submitted for analysis following spillage of arsenic on the quay. Sample satisfactory. One sample was taken from a tap in the ferryman's cabin at Partington following the fitting of a new main. Sample satisfactory.

(b)

	<i>No. of ships involved</i>	<i>No. of samples taken</i>	<i>No. satisfactory</i>	<i>No. unsatisfactory</i>	<i>TOTAL</i>
Distribution aboard ships ..	42	102	89	13	102
Storage aboard ships	1	1	1	—	1

Four samples submitted for chemical analysis, ninety-nine for bacteriological examination (13 unsatisfactory).

Steps were taken immediately on receipt of unsatisfactory reports to ensure that water tanks were cleaned without delay. When the reports came to hand whilst the vessels were still in port appropriate action was taken prior to sailing. Samples for bacteriological examination from vessels at the Ellesmere Port end of the port were forwarded to the Public Health Laboratory, Chester.

Copies of reports of water samples taken on British ships were forwarded to the Marine Survey Office, Department of Trade and Industry, Liverpool.

(3) *Precautions against contamination of hydrants and hosepipes.*

Weston Point and Runcorn

Defective conditions in respect of equipment and hydrants were brought to the notice of the managements concerned. The defects were remedied or were in hand at the end of the year.

(4) *Number and sanitary condition of water boats, and powers of control by the authority.*

A barge, "M.S.C. 43", is used on the ship canal for the conveyance of fresh water to dredging craft. The boat is fitted with an after-tank which is cement washed twice a year and cleaned regularly. A separate pump and hose are supplied for exclusive use with this tank.

SECTION VI:

Public Health (Ships) Regulations, 1970

The Public Health (Ships) Regulations, 1970, came into force on the 1st January, 1971, replacing the Public Health (Ships) Regulations, 1966–68, and were introduced following the adoption of the new International Health Regulations by the World Health Assembly.

Use has been made, as far as possible, of the definitions adopted in the new International Health Regulations and many of the expressions used in the regulations now correspond with international terminology.

The new main changes incorporated in these regulations are as follows:—

- (i) the introduction of a new format for the international certificates of vaccination for smallpox, cholera, and yellow fever which became compulsory on the 1st January, 1971.
- (ii) the deletion of typhus and relapsing fever from the international list of quarantinable diseases; the latter are now to be referred to as “diseases subject to the international health regulations” and mean cholera, including cholera due to the El Tor vibrio, plague, smallpox including variola minor (alastrim) and yellow fever.
- (iii) the introduction of a definition for “free pratique” in the regulations and a revision of regulation 15 dealing with signals. (When free pratique, which now refers only to health clearance, has been granted by an authorised officer of the port health authority, or a Customs Officer acting for the health authority, the flag Q can be hauled down.)
- (iv) the substitution of “infected area” for “infected local area”. (As from the 1st January, 1971, “infected area” in the International Health Regulations is defined on epidemiological principles by the health administration reporting the disease in its country and need not correspond to administrative boundaries. It is that part of its territory which, because of population characteristics, density and mobility and/or vector and animal reservoir potential, could support transmission of the reported disease).

(1) *List of infected areas.*

Arrangements for the preparation and amendment of the list, the form of the list, the persons to whom it is supplied, and the procedure for supplying it to those persons.

A list of such areas is compiled by the Medical Officer of Health, Liverpool Port Health Authority. Copies are forwarded by post to H.M. Customs and Excise, Eastham, and also handed to the Waterguard Department and to inspectors of this Authority. The list comprised of the following ports:

Dar-es-Salaam and West African ports between latitude 20°N and 20°S.

All ports in: Brazil, Burma, China, Colombia, India, Indo-China and Pakistan. Portugal was included on the list for part of the year.

(2) *Radio messages.*

Manchester is not a radio transmitting or receiving port. Radio messages are sent to Liverpool, and if a vessel is bound for Manchester all necessary information is duly forwarded by telephone. Instructions to pilots and masters are given on page 4 of the Maritime Declaration of Health.

(3) *Notifications otherwise than by radio.*

Any cases of infectious sickness occurring on inward-bound vessels prior to arrival at Eastham are dealt with by one of the medical officers of the Liverpool Port Health Authority. An agreement is in operation between the two Authorities for such cases to be dealt with. Should any person be found to be suffering from an infectious disease after a vessel has entered the Canal, arrangements would be made by the Medical Officer of Health to remove the person to the nearest hospital for infectious diseases.

(4) *Mooring stations.*

Arrangements were originally made in 1933 with H.M. Customs and the Manchester Ship Canal Company to meet the requirements of the then Port Sanitary Regulations as to the establishment of mooring stations. The Company was not able to designate any of their wharves or lay-byes as special mooring stations, but whenever the necessity should arise, arrangements would be made if possible for the vessel to be berthed at one of the following places:—

Eastham Dolphins,
Stanlow Wharf,
Dolphins near Runcorn Lay-Bye,
Lay-Bye near Moore Lane,
Barton Dolphins, adjoining Barton Locks,
Irwell Park Wharf, Eccles,
Brown & Polson's Wharf.

Since these arrangements were made traffic conditions within the port have altered substantially and in 1958 it was agreed that a vessel entering the Canal on which there was a "quarantinable disease" could proceed to a berth at one of the Eastham Lay-Byes. In the unusual event of all the lay-byes being occupied it was agreed that a vessel could be directed to the nearest vacant berth within the Canal at Ellesmere Port or Stanlow. With regard to the Queen Elizabeth II Dock at Eastham it was decided that the place of mooring, loading or discharge could be accepted as a mooring station.

If any occasion should arise for a vessel to be directed to a mooring station the full co-operation of all concerned would enable the arrangements to be carried out with the minimum of delay.

(5) *Arrangements for:*

(a) *Hospital accommodation for infectious diseases (other than smallpox —see Section VII):*

Ladywell Hospital, Salford;
Clatterbridge Hospital, Bebington;
Monsall Hospital, Newton Heath, Manchester;
Fazakerley Hospital, Liverpool.

Treatment would be arranged at the hospital most appropriate to the circumstances. In case of difficulty the Regional Hospital Board of either Manchester or Liverpool would be consulted.

(b) *Surveillance and follow-up of contacts.*

Any vessel from which a case of infectious disease had been removed would be visited daily by an inspector to ascertain the health of the remainder of the crew.

(c) *Cleansing and disinfection of ships, persons, clothing and other articles.*

The Authority has no facilities for carrying out cleansing or disinfection. The Local Authority for the district alongside which the vessel is lying is requested to carry out any necessary disinfection and removal of bedding, the Port Health Authority undertaking to defray expenses incurred, which are later recovered from the ship's agents.

Maritime Declarations of Health are supplied to masters of vessels by officers of H.M. Customs and inspectors of this Authority. One thousand four hundred and ninety-six declarations were received.

SECTION VII: Smallpox

(1) *Names of isolation hospitals to which cases are sent from the district.*

Ainsworth Hospital, Bury.
Sankey Hospital, near Warrington.

(2) *Arrangements for transport of such cases to hospital by ambulance, giving the name of the authority responsible for the ambulance and the vaccinal state of the ambulance crews.*

The ambulance services of the Lancashire and Cheshire County Councils, or of the County Boroughs of Liverpool, Manchester and Warrington, would be available. The ambulance authorities require annual re-vaccination of all persons who may handle smallpox patients, suspects or contacts.

(3) *Names of smallpox consultants available.*

Dr. A. G. Ironside, Monsall Hospital, Manchester M10 8WR.
Professor Andrew B. Semple, Hatton Garden, Liverpool L3 2AW.

(4) *Facilities for laboratory diagnosis of smallpox*

Department of Medical Microbiology, University of Liverpool.

SECTION VIII: Venereal disease

Details of hospitals and dispensaries where treatment for venereal disease can be obtained are as follows—

<i>Town</i>	<i>Institution</i>	<i>Times of Attendance (Males)</i>
MANCHESTER and SALFORD	Manchester Royal Infirmary, Nelson Street, Manchester, M13 9WL.	Monday and Wednesday, 5 p.m. to 6.30 p.m.
	St. Luke's Clinic, Duke Street, Liverpool Road, Manchester, M3 4NJ.	Monday, Wednesday and Thursday—10 a.m. to 12.30 p.m.; 2 p.m. to 4.30 p.m. Tuesday and Friday—10 a.m. to 12.30 p.m.; 2 p.m. to 6.30 p.m. Saturday—10 a.m. to 11.30 a.m.
	Hope Hospital, Eccles Old Road, Salford, M6 8HD.	Wednesday—10.30 a.m. to 12 noon.
LIVERPOOL	Liverpool Seamen's Dispensary, Paradise Street, Liverpool 1.	Monday, Wednesday and Friday—9.30 a.m. to 1 p.m.; 3 p.m. to 5 p.m. Saturday—9.30 a.m. to 12 noon. Tuesday and Thursday—9.30 a.m. to 1 p.m.; 3 p.m. to 7 p.m.
	Liverpool Royal Infirmary, Pembroke Place, Liverpool 3.	Monday—10.30 a.m. to 1 p.m.; 5.30 p.m. to 7 p.m. Wednesday—10.30 a.m. to 1 p.m. 5.30 p.m. to 6.30 p.m. Friday—10.30 a.m. to 1 p.m.; 5 p.m. to 7 p.m.
WARRINGTON	Warrington General Hospital, Lovely Lane, Warrington.	Monday—10.30 a.m. Thursday—5.30 p.m.
BIRKENHEAD	St. James Hospital, Tollemache Road, Birkenhead.	Monday and Friday—2 p.m. to 6 p.m. Wednesday—10 a.m. to 12.30 p.m.
CHESTER	Chester Royal Infirmary, St. Martin's Fields, Chester.	Monday—4.30 p.m. Wednesday—5 p.m. Saturday—11 a.m.

I am indebted to the Salford Hospital Management Committee for supplying leaflets giving details of special clinics available to seamen. These leaflets are distributed on vessels by the port health inspectors.

The undermentioned information has been supplied by Dr. Leslie Watt, Physician-in-Charge, St. Luke's Clinic, Manchester, in respect of seamen attending St. Luke's clinic:

	British seamen	Foreign seamen
Condition:		
Syphilis	1	2
Gonorrhoea	17	29
Other conditions	59	92
Attendances	152	255

SECTION IX: Cases of notifiable and other infectious diseases on ships

TABLE D

Category	Disease	Number of cases during the year		Number of ships concerned
		Passengers	Crew	
Cases on or landed from ships from foreign ports	Food Poisoning	1	1	1
	Meningitis	—	1	1
	Tuberculosis	—	1	1
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	—	—	—	—
Cases on or landed from other ships	—	—	—	—

**SECTION X: Observations on the occurrence
of malaria on ships**

No cases of malaria were reported.



**SECTION XI: Measures taken against ships
infected with or suspected for plague**

No plague-infected or suspected ships arrived.

SECTION XII: Measures against rodents in ships from foreign ports

(1) *Procedure for inspection of ships for rats.*

Two rodent control operatives are employed by the Authority who carry out their duties under the supervision of the port health inspectors. Special attention is given to vessels arriving from infected ports. Details of action necessary to deal with any rodent infestations are given to the master and ship's agent.

(2) *Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.*

One rat was submitted to the Public Health Laboratory for examination. No evidence of rodent plague was found.

(3) *Arrangements in the district for deratting ships, the methods used, and, if done by a commercial contractor, the name of the contractor.*

Deratting of vessels prior to the issue of a deratting certificate has been effected by poisoning. The necessary work was carried out by Contrapest Services Ltd., Liverpool, under the supervision of the port health inspectors.

(4) *Progress in the rat-proofing of ships.*

The standard of rat-proofing on new vessels is highly satisfactory. The owners of older vessels have readily complied with any recommendations made for the improvement of rat-proofing.

TABLE E

Rodents destroyed during the year in ships from foreign ports.

Black rats	.. .. .	9
Mice	.. .. .	42
Rats sent for examination	.. .. .	1
Infected with plague	.. .. .	—

RODENT CONTROL

	FOREIGN	COASTWISE
Visits by inspectors	1928	757
Re-visits by inspectors	498	19
Visits by rodent control operative (Section A)	457	111
Re-visits by rodent control operative (Section A)	317	21
Visits by rodent control operative (Section B)	492	304
Re-visits by rodent control operative (Section B)	407	66
Rats killed (Section A)	9	—
Mice killed (Section A)	37	—
Mice killed (Section B)	5	—

TABLE F

Deratting certificates and deratting exemption certificates issued during the year for ships from foreign ports.

Deratting certificates issued:		Total	Deratting exemption certificates issued	Total certificates issued
After treatment with warfarin	After treatment with alphachloralose			
1	2	3	249	252

Revised charges for the inspection of a ship prior to the issue of a Deratting or Deratting Exemption Certificate came into operation on the 1st June, 1971, as follows—

	£
Ships up to 300 gross tons	2.80
Ships from 301 to 1000 gross tons.. .. .	5.60
Ships from 1001 to 3000 gross tons	11.00
Ships from 3001 to 10000 gross tons	16.60
Ships over 10000 gross tons	22.00

Letters were sent to all local shipping owners and agents notifying them of the revised charges.

The Master of one vessel was found in possession of a Deratting Exemption Certificate issued at a non-approved port—Quimper (France). Details were forwarded to the Department of Health and Social Security.

PREVENTION OF DAMAGE BY PESTS (APPLICATION TO SHIPPING) ORDER, 1951-56.

Rodent control certificates issuednil

	Barges	Floating elevators	Rock cutter	Dredger
Visits by inspectors	19	3	—	2
Visits by rodent control operative (Section A)	262	57	2	—
Visits by rodent control operative (Section B)	289	73	—	—

Six rats and 8 mice were caught on floating grain elevators.

Three inspectors attended a rodent control meeting at Liverpool which had been called to draw the attention of neighbouring local authorities to the increased resistance of black rats to warfarin.

Food Hygiene (Docks, Carriers, etc.) Regulations, 1960

A survey of the main dock estate revealed that the position had improved since 1970. Only very moderate infestations were discovered and these received attention. Apart from better control methods, which undoubtedly improved the position, the increase in container traffic with consequently less harbourage and foodstuffs in the sheds has had its effect in the reduced infestations.

152 rats and 28 mice were caught on the terminal docks; 33 rats were forwarded to the Public Health Laboratory—*S. typhimurium* was isolated from one rat. Several live specimens of the black rat caught in the grain elevator were handed over by the Manchester Ship Canal Company to the Ministry of Agriculture, Fisheries and Food, to determine if there was any warfarin resistance. Negative results were obtained.

The disrepair of the quay and the unsatisfactory drainage, which could be prejudicial to the supply of wholesome drinking water to ships, was brought to the notice of the management of the Company owning the wharf. Considerable expense will be involved in remedying the position but it is anticipated that appropriate measures will be taken by the Company without undue delay.

On the Manchester Ship Canal Company property at Ellesmere Port campaigns using arsenic, zinc phosphide and warfarin were carried out. An estimated kill of 60 rats was recorded in respect of those campaigns carried out involving the use of arsenic and zinc phosphide. Towards the end of the year there was a possibility of resistance by the black rat to coagulant poisons and at the request of the Ministry of Agriculture, Fisheries and Food, an intensive live trapping campaign was commenced. The use of warfarin has since been discontinued in all the premises infested by black rats. Live trapping and the use of acute poisons has since been undertaken with what appeared to the present time satisfactory results. A total of some 200 rats were trapped.

At Runcorn and Weston Point any evidence of rodent infestation was promptly dealt with by the local authority, who have a contract for the treatment of the dock areas.

The co-operation of the Chief Public Health Inspectors of Ellesmere Port and Runcorn in effectively controlling any rodent infestation on property abutting the canal is much appreciated.

SECTION XIII: Inspection of ships for nuisances

TABLE G
Inspections and Notices

	Inspected	Defective	Statutory Notices	Other Notices	
				Written	Verbal
British vessels	934	108	—	—	108
Foreign vessels	1,759	167	—	7	160

<i>Summary of defects</i>	<i>British</i>	<i>Foreign</i>
Evidence of cockroaches or weevils.....	54	127
Accommodation and fittings in dirty or defective condition	11	6
Heating, lighting and ventilation defective.....	2	1
Washplaces and fittings dirty and defective.....	—	2
Drainage defective	2	2
Sanitary accommodation and fittings dirty and defective	7	4
Food compartments and fittings dirty and defective....	52	51
Accumulation of refuse on deck	12	14
Water system defective or inadequate.....	1	2
W.C. fouling quay	1	5
	<u>142</u>	<u>214</u>

199 defects were remedied during the year, of which 95 were reported prior to 1971.

VESSELS INSPECTED BY THE PORT HEALTH INSPECTORS

		1971	1970
Vessels entering the port	} foreign coastwise	2,642	2,571
		2,226	3,223
	Total	4,868	5,794
Number inspected	} foreign and coastwise	2,693	2,757
Percentage inspected		55.32%	47.58%
Number reported defective		275	313
Number on which defects remedied		144	203

The work of the port health inspectors at different parts of the port is indicated by the following statement of the number of vessels inspected and the number found with defects:—

Section A (Manchester—Latchford):

n A (Manchester—Latchford):										<i>Inspected</i>	<i>Defective</i>
Manchester, Salford and Stretford	..	..								908	77
Mode Wheel oil wharf	..	..	..	..						31	8
Weaste	..	..	..	..	..	..	..	..		47	6
Brown and Polson's wharf	..	..	..	..						29	6
Irwell Park wharf and Eccles	..	..	..							105	15
Barton	..	..	..	..	..	..	..	..		57	5
Irlam ore wharf	..	..	..	..	..	..	..	..		35	9
Partington	..	..	..	..	..	..	..	..		150	37
Irlam C.W.S. Wharf	..	..	..	..	..	..	..	..		1	—
										<hr/>	<hr/>
										1363	163

Section B (Latchford—Eastham):

n B (Latchford—Eastham):								<i>Inspected</i>	<i>Defective</i>
Warrington	..	..	..	..	..	..	..	1	—
Acton Grange		..	..	..	..	..	..	2	—
Runcorn	..	..	..	..	..	..	..	301	21
Weston Point		..	..	..	..	..	..	268	14
Ince	..	..	..	..	..	..	..	103	8
Stanlow oil dock and lay-bye				..	..	..	..	191	13
Esso wharf	..	..	..	..	..	..	..	1	—
Associated Octel wharf				..	..	..	..	15	—
Ellesmere Port		..	..	..	..	..	..	158	28
Bowater's wharf	..	..	..	..	..	..	..	44	1
Eastham	..	..	..	..	..	..	..	8	3
Queen Elizabeth II dock, Eastham					..	..		234	23
Northwich	..	..	..	..	..	..	..	4	1
								<hr/>	<hr/>
								1330	112
								<hr/>	<hr/>
Gross Totals								2693	275

In the Manchester-Latchford section there was a decrease of 16 inspections over the previous year, and in the Latchford-Eastham section a decrease of 48 was recorded.

Nationalities of the vessels inspected and the number found with defects:—

									<i>Inspected</i>	<i>Defective</i>
British	..	..	..	..	..	..	..	..	934	108
Belgian	..	..	..	..	..	..	..	..	15	—
Cyprian	..	..	..	..	..	..	..	..	15	4
Danish	..	..	..	..	..	..	..	..	185	11
Dutch	..	..	..	..	..	..	..	..	410	15
Faroese	..	..	..	..	..	..	..	..	1	—
Eireann	..	..	..	..	..	..	..	..	13	6
Finnish	..	..	..	..	..	..	..	..	67	—
French	..	..	..	..	..	..	..	..	43	21
German	..	..	..	..	..	..	..	..	342	11
Greek	..	..	..	..	..	..	..	..	77	30
Icelandic	..	..	..	..	..	..	..	..	10	—
Indian	..	..	..	..	..	..	..	..	1	1
Italian	..	..	..	..	..	..	..	..	11	3
Liberian	..	..	..	..	..	..	..	..	104	38
Maldivian	..	..	..	..	..	..	..	..	1	—
Norwegian	..	..	..	..	..	..	..	..	222	14
Panamanian	..	..	..	..	..	..	..	..	24	4
Peruvian	..	..	..	..	..	..	..	..	1	—
Polish	..	..	..	..	..	..	..	..	54	5
Portuguese	..	..	..	..	..	..	..	..	1	—
Roumanian	..	..	..	..	..	..	..	..	21	1
Russian	..	..	..	..	..	..	..	..	68	1
Singapore	..	..	..	..	..	..	..	..	2	—
Somali	..	..	..	..	..	..	..	..	1	1
Spanish	..	..	..	..	..	..	..	..	10	1
Swedish	..	..	..	..	..	..	..	..	58	—
Trucial States	..	..	..	..	..	..	..	..	1	—
Yugoslavian	..	..	..	..	..	..	..	..	1	—
									<hr/> 2693 <hr/>	<hr/> 275 <hr/>

321 re-visits were made to vessels regarding defects and sickness.

Number of personnel carried on vessels inspected:—

British:

European	..	..	..	..	..	..	..	18,096
Asiatic	..	..	..	..	..	..	..	2,657
								<hr/> 20,753
Belgian	..	..	..	..	..	..	..	376
Chinese	..	..	..	..	..	..	..	202
Cyprian	..	..	..	..	..	..	..	263
Danish	..	..	..	..	..	..	..	1770
Dutch	..	..	..	..	..	..	..	4871
Faroese	..	..	..	..	..	..	..	13
Eireann	..	..	..	..	..	..	..	171
Finnish	..	..	..	..	..	..	..	1547
French	..	..	..	..	..	..	..	1067
German	..	..	..	..	..	..	..	3713
Greek	..	..	..	..	..	..	..	2288
Icelandic	..	..	..	..	..	..	..	142
Indian	..	..	..	..	..	..	..	56
Italian	..	..	..	..	..	..	..	306
Liberian	..	..	..	..	..	..	..	3201
Maldivian	..	..	..	..	..	..	..	25
Norwegian	..	..	..	..	..	..	..	3983
Panamanian	..	..	..	..	..	..	..	420
Peruvian	..	..	..	..	..	..	..	83
Polish	..	..	..	..	..	..	..	1508
Portuguese	..	..	..	..	..	..	..	27
Roumanian	..	..	..	..	..	..	..	732
Russian	..	..	..	..	..	..	..	2180
Singapore	..	..	..	..	..	..	..	80
Somali	..	..	..	..	..	..	..	25
Spanish	..	..	..	..	..	..	..	206
Swedish	..	..	..	..	..	..	..	1002
Trucial States	..	..	..	..	..	..	..	33
Yugoslavian	..	..	..	..	..	..	..	26
								<hr/> 51,069

SECTION XIV: Public Health (Shell-fish) Regulations, 1934 and 1948

There are no shell-fish beds or layings within the jurisdiction of the Authority.

SECTION XV: Medical inspection of aliens and Commonwealth immigrants

A medical officer serving Manchester Airport or one serving the Port of Liverpool, whichever was the more convenient in the particular case, is available to examine an alien or Commonwealth immigrant if required.

A West Indian seaman, who was mentally disturbed, was examined by the Medical Officer, British Shipping Federation, on board a British vessel in the terminal docks. Arrangements were made for the man to be transferred to another vessel owned by the same Company to return home but he deserted the ship and was detained by the Docks Police. He was taken to Salford Police Station where he was examined by the Deputy Port Medical Officer of Health and a certificate was issued stating that the man was suffering from mild delusions and mental confusion. It was recommended that the man should return to his own family in the West Indies rather than be alone in this country for prolonged treatment. Arrangements were made by the ship's agents for the man to return home by air.

SECTION XVI: Miscellaneous

*Arrangements for the burial on shore of persons who have
died on board ship from infectious disease.*

Full information concerning the death would be obtained and reported to H.M. Customs and Excise and the Coroner. Disinfection would be carried out under the supervision of the Authority's inspectors.

DANGEROUS DRUGS (No. 2) REGULATIONS, 1964.

No certificates were issued under these regulations to the masters of foreign vessels.

CLEAN AIR ACT, 1956

DARK SMOKE (PERMITTED PERIODS) (VESSELS) REGULATIONS, 1958

The attention of masters of vessels arriving in the port was directed to the requirements of the Dark Smoke Regulations; leaflets giving details of the permitted periods allowed were distributed for the attention of all personnel concerned. Owners and masters were invariably most anxious to co-operate in doing all possible to prevent smoke emission.

Thirty-eight visits and "timed" observations were made in the Manchester-Latchford section of the canal, whilst a further 33 visits were made and observations taken between Latchford and Eastham, including the Queen Elizabeth II dock. One written and 39 verbal notices were given, 14 in respect of smoke from British vessels and 26 from foreign ships.

A written notice was served on the Master of a Greek-owned tanker on the 3rd March following the emission of dark and black smoke at the Queen Elizabeth II Dock during an observation lasting thirty minutes. The Master and Chief Engineer stated that the boilers required overhaul and a number of tubes in both boilers were leaking. The generally poor condition of the boilers and equipment was noted by the inspector. The Chief Engineer also stated that on the forthcoming voyage it was intended to clean the boilers and repair or renew the leaking tubes. Further smoke was emitted following the service of the written notice but due to the shortage of time it was not possible to take legal action before the vessel sailed. A close watch was kept for the vessel returning to the United Kingdom and in May it was noted that she was expected in London. Arrangements were immediately made for a summons to be served on the Master on arrival. The position was complicated by the vessel running aground on a sandbank off Folkestone before arrival at Purfleet. The Medical Officer of Health for the Port of London kindly offered assistance for the notice to be served but when the port health inspector went along to the vessel he ascertained that the Master who had been on board at Eastham was not available—he had left the vessel to go on leave during the previous week. It was ascertained that he would not be rejoining the vessel but would join another vessel owned by the same Company. However, neither this vessel nor the Master has returned to this country.

Letters asking for support for the Authority's concern about the difficulties of enforcing the provisions of the Clean Air Act, 1956, were sent by the Clerk to the Authority to the Members of Parliament of the riparian authorities, the Department of the Environment, the Association of Sea and Air Port Health Authorities, the Association of Municipal Corporations and the Royal Society of Health. Letters were also sent to a number of foreign ports to ascertain information as to the type of action taken in respect of smoke offences.

FOOD INSPECTION

Results of inspection

Details of food imports which were seized as unsound

<i>Articles</i>	<i>Tons</i>	<i>cwts.</i>	<i>qrs.</i>	<i>lbs.</i>
Grain, cereals, etc.				
Maize	238	19	3	3
Rice		18	3	0
Soya beans	4	4	1	24
Wheat	6	7	3	7
Wheat germ		8	0	4
Fruit and nuts				
Canned fruit	4	8	1	22 $\frac{3}{4}$
Canned fruit juice	1	1	3	23 $\frac{1}{4}$
Canned fruit pulp			3	16
Nuts		15	1	18
Raisins	2	4	2	20 $\frac{1}{2}$
Sultanas		10	1	17
Bottled fruit juice				25
Meat				
Canned meat		1	2	15 $\frac{1}{2}$
Meat pastries (frozen)			3	6
Fish				
Frozen cooked prawns			2	21 $\frac{1}{2}$
Vegetables				
Dehydrated vegetables		3	0	14
Beans	8	16	1	18
Edible oils and fats				
Lard	1	7	3	0
Confectionery				
Honey (in casks)		6	0	20
Macaroons			2	12
Dairy produce				
Milk powder		12	2	20
Cheese spread		2	3	9
Miscellaneous				
Cocoa cake		6	2	25
Tea		1	0	9
Tomatoes (canned)		3	2	23
Tomato puree (canned)		4	1	7 $\frac{3}{4}$
Tomato juice (canned)		1	0	8
Tomato puree (in tubes)	2	3	2	3
	274	14	0	0 $\frac{1}{4}$
Ship's stores		3	1	8
	274	17	1	8 $\frac{1}{4}$

LABORATORY EXAMINATIONS

Number of samples examined by:

(a) Public analyst 61

(b) Bacteriologist 38

The following samples were forwarded to the Public Analyst, Manchester, for chemical analysis:

<i>Nature of sample</i>	<i>Object of examination</i>	<i>Result</i>
Indian bottled cauliflower and turnip mix sweet pickle	Additives	Satisfactory
Indian bottled pickles (4 samples)	Preservative and artificial colour	ditto
Pakistani chilli powder	Colouring matter and adulterants	ditto
Pakistani bottled chilli in oil (2 samples)	Colouring matter	ditto
Pakistani bottled mix pickle in oil (2 samples)	Colouring matter	One sample of each contained non-permitted colour—oil orange E. Consignment to be exported or destroyed—final decision pending at end of year.
Pakistani bottled lime pickle in oil (2 samples)	Colouring matter	
Pakistani bottled mango pickle in oil (2 samples)	Colouring matter	Satisfactory
Indian curry powder	Lead and adulterants	ditto
Canadian apples	Preservatives and antioxidants	ditto
Cyprian grapefruit	Preservatives	ditto
Cyprian lemons	Preservatives	ditto
Bolivian brazil nut kernels	Aflatoxin	ditto
Brazil nuts in shell (2 samples)	Aflatoxin	ditto
Israeli bottled jaffa bitter orange marmalade	Additives	ditto
Israeli bottled jaffa orange drink concentrate	Additives	Satisfactory but irregularities in labelling.
Israeli canned melon cubes (3 samples)	Tin	Satisfactory
Mexican canned strawberries (3 samples)	Preservative and artificial colour	ditto
Canadian peppermint jellies	Colouring matter	Contained brilliant blue FCF—non-permitted colour—consignment re-exported.
Israeli pasteurised process cheese spread (2 samples)	Additives and degree of contamination	Satisfactory

<i>Nature of sample</i>	<i>Object of examination</i>	<i>Result</i>
Israeli dehydrated carrot strips	Preservatives	Satisfactory
S. African kidney beans (2 samples)	Evidence of animal feed materials	ditto
S. African beans (2 samples—one sample contaminated with white powder, also sample of powder)	Contaminant and degree of contamination	Contaminant identified as sodium sulphate—small degree not harmful; beans to be washed during processing.
U.S.A. bottled sweet and sour cooking sauce		Satisfactory
U.S.A. bottled chilli cooking sauce	Preservative and colouring matter	ditto
Spanish canned tomato purée (5 samples)	Preservative and colouring matter	ditto
Italian canned tomato purée (13 samples submitted by importers)	Mould count	8 tins over 50% mould count
Italian tomato purée—in tubes (4 samples)	Mould count	Unsatisfactory—consignment (500 cartons) destroyed
Italian canned tomatoes (2 samples)	Metallic content	Satisfactory
U.S.A. chocolate pudding mix (proposed import)	Additives	} Constituents satisfactory but various contraventions of the Labelling of Food Regulations
U.S.A. instant mashed potato (proposed import)	Preservative and antioxidants	
U.S.A. instant apple sauce mix (proposed import)	Preservative	
U.S.A. "buttery no stick frying oil" with artificial flavour (proposed import)	Additives	
U.S.A. eggs 'n bac-o-bits (proposed import)	Colouring matter and composition	

The undermentioned samples were submitted to the Public Health Laboratory, Manchester, for bacteriological examination:—

<i>Nature of sample</i>	<i>No. of samples</i>	<i>Result</i>
U.S.A. frozen scampi	1	High surface viable count; re-sampled at Grimsby—satisfactory.
Canadian frozen cooked peeled shrimps	1	Satisfactory
Canadian canned frozen lobster meat	1	ditto
Russian canned crab	3	ditto
Indian Bombay duck (dried fish)	3	ditto
Spanish grape juice (from casks)	2	ditto
Mexican canned strawberries	3	ditto
S. African kidney beans	2	ditto
Israeli pasteurised cheese spread	5	ditto
Israeli kosher skimmed milk powder	2	ditto
Israeli canned tomato juice	6	ditto
U.S.A. eggs 'n bac-o-bits (in polythene bags)—proposed import	1	ditto
U.S.A. scrambled egg mix (in polythene bags)—proposed import	1	All samples were negative for anthrax but salmonella organisms were isolated in two of the samples.
S. African fertiliser	6	Satisfactory
Russian fertiliser	1	

CONTAINER TRAFFIC

The port health inspectors report as follows regarding foodstuffs imported in containers:—

Terminal docks.

6,522 containers of foodstuffs were landed at the terminal docks for distribution in the United Kingdom, an increase of over 15% compared with 1970. There is little doubt that the increase would have been greater but for the diversion of a number of ships from Manchester due to a period of industrial unrest in April and May.

The majority of containers arrived on the regular service between Montreal and Manchester, with other arrivals from Mediterranean ports and the United States of America. Altogether 118 dockings of vessels carrying food containers were recorded during the year.

The practice of inspecting damaged containers was adhered to although the greater number of containers were released unexamined under the terms of the Imported Food Regulations, 1968. In all, 105 containers were examined at the terminal docks, the remainder being despatched to inland destinations necessitating the forwarding of 1,986 notifications as compared with 1,104 in 1970.

Runcorn and Weston Point.

The amount of container and unit load traffic increased from 1,200 in 1970 to 1,625 in 1971.

Out of the total of 1,625, 1,396 containers and units were sent forward to inland local authorities unexamined, under cover of 1,190 written notifications. The great majority of written notifications were preceded by telephone notifications in accordance with the Imported Food Regulations. A total of 163 containers were examined at the docks. The remaining 66 containers consisted of mixed cargoes, including foodstuffs, and were emptied at Runcorn docks giving an opportunity to inspect the food consignment conventionally. These containers came under the heading of "groupage" containers.

Foodstuffs arriving in Runcorn were general in character and were brought in by vessels of the Metric Line from Rotterdam.

The British & Irish Shipping Company's vessels plied regularly two/three times per week into Weston Point from Dublin. The majority of containers consisted of chilled meat and fish, farm and dairy produce. The opportunity was taken at the time of customs examination to carry out "open door" inspection of 25 meat/fish containers. These inspections were not considered complete and the containers were still sent forward with undertakings.

Dealing with containers, even without examination of contents, entailed a large amount of time and included week-end working at Weston Point.

The following table shows the increase in food containers arriving in the port during the last three years:—

	<i>No. discharged</i>	<i>To inland destinations</i>	<i>Examined on docks</i>	<i>Unexamined Notices posted to L.A.s</i>
1971				
Terminal Docks	6,522	6,417	105	1,986
Weston Point/ Runcorn	1,625	1,396	153 229	1,190
1970				
Terminal Docks	5,132	4,978	154	1,104
Weston Point/ Runcorn	1,200	1,136	64	645
1969				
Terminal Docks	1,459	1,397	62	375
Weston Point/ Runcorn	1,328	1,307	21	946

The container berth at the main terminal docks which became operational in November, 1968, with one 25 ton crane has now been extended to provide accommodation for two vessels. A second crane with a capacity of 35 tons came into commission in July, 1971, and this crane is capable of handling the 40 ft. containers being used on the Canadian trade in increasing numbers.

A container cleansing plant was provided by the port's largest container operators during the year.

The plant, operating in the same manner as a car wash, ensures a high standard of external cleanliness whilst the water jets provide a most satisfactory means of indicating any necessity of repair to prevent ingress of water. In addition, the empty containers are inspected internally and are swept or mechanically scrubbed as necessary, dried with electric/paraffin blast heaters and sealed upon completion of the cleansing process. Any container having a persistent taint is colour coded to prevent its subsequent use for susceptible articles.

Not only at the main terminal docks are developments taking place; since the docks at Runcorn were enlarged and deepened they are now handling ships capable of carrying around 2,000 tons cargo. A new conventional cargo shed was also erected on South Fenton wharf. At Weston Point two additional sheds have been built for conventional cargo.

REPORT OF THE PUBLIC ANALYST

A total of 61 samples were received during the year made up of four samples of ships' drinking water, 9 samples of tomato purée and 48 samples of other foodstuffs. The general foodstuffs included canned and fresh fruits, soft drinks, pickles, dried foods and a number of other items. Adverse reports were given on three samples, one of sugar confectionery and two of pickles of Asian origin, in each case because the food contained a colour not permitted by the Colouring Matter in Food Regulations 1966.

A number of samples were pre-packed for retail sale and on occasions labelling irregularities were found. These irregularities would only represent an offence against the Labelling Regulations when the products were offered for sale. Nevertheless they were noted in the reports so that the importers could be warned and take suitable action to correct the labels and to avoid possible objection by Food and Drug Authorities.

Two samples of butter beans which had been contaminated by commercial quality sodium sulphate were found on examination to be adulterated to a negligible degree. In another instance, where the food was kidney beans and the suspected contaminant animal feed, there was no evidence of the latter. Similarly the drinking water from a hydrant on one of the docks was found to be free of the suspected arsenic contamination.

The 9 samples of tomato purée represented 3 consignments from Spain and Italy, mostly in five kilogram cans. These were tested for metallic contamination and examined for mould content by the Howard Mould Count. On the basis of a maximum of 50 per cent. of microscopic fields containing mould hyphae, one consignment was found to contain a high proportion of unsatisfactory material.

It was reported last year that discussions were going on in an attempt to draw up a unified procedure for dealing with tomato products with a high mould content. Owing to the very great variation in the sizes of consignments dealt with at the different ports, it has so far proved impracticable to agree on a procedure to cover the sampling side. On the other hand, the Association of Public Analysts published a standard in September 1971 of 50 per cent. positive fields for tomato purée and 25 per cent. positive fields for tomato juice (*J. Assoc. Publ. Analyst*, 1971, 9, 104) and all Port Analysts can be expected to adopt this standard when reporting to their Authorities. The Association of Sea and Air Port Health Authorities has been informed of the standard and recommend that the standard be adhered to for the present but express the hope that it may eventually be possible to reduce the limit for tomato purée to 40 per cent. positive fields.

